

	A	B	C	D	E	F	G
1	## North America Emission Control Area Fuel Oil Non-Availability Report						
2	## ECA0100						
3	## 1	2	3	4	5	6	7
4	##						
5	##(Include Double Pound for comments, not form fields)						
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice
7		Maersk Line A/S	Gerd Maersk	Denmark	930245	1/10/2015	Shanghai (Yangshan)

	H	I	J	K
1				
2				
3	8	9	10	11
4				
5				
6	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption
7	Long Beach	Shanghai (Yangshan)	Shanghai (Yangshan)	Chimbusco International. Port would not allow fueling because of safety due to Typhoon

	L	M	N
1			
2			
3	12	13	14
4			
5			
6	Number of Fuel Suppliers Contacted	Date of Entry in the ECA	Time of Entry in the ECA
7	NO suppliers could supply due to port closure	13-10-2015	Estimate 05:30

		0
1		
2		
3		15
4		
5		
6	Sulfur Content of Non-Compliant Fuel Oil	
7	Before entering the ECA the vessel will run on 1.05%S heavy fuel oil. Before entering the ECA we will flush for two hours (vs. the SOP of 6.5 hours). The vessel will then operate on 0.09%S MDO. This should come close to achieving 0.1% at the entry into the ECA and allow use of the compliant fuel in most or all of the ECA transit.	

	P	Q	R	S	T
1					
2					
3	16	17	18	19	20
4					
5					
6	Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC
7	33	Long Beach	Yes	Yes	4

	U	V	W	X
1				
2				
3	21	22	23	24
4				
5				
6	Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?	Number of Fuel Suppliers Contacted at the Second POC?
7	Long Beach is the only port call in the ECA	NA	NA	NA

	Y	Z	AA	AB	AC
1					
2					
3	25	26	27	28	29
4					
5					
6	Date of Exit from ECA?	Time of Exit from ECA?	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA	Number of Ports visited in the ECA
7	20-10-2015	estimated 0:00 (midnight)	Yes	2 including this visit	2

	AD	AE	AF	AG	AH
1					
2					
3	30	31	32	33	34
4					
5					
6	Previously submitted ECA0100 forms?	Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail	Designated Corporate Official Phone Number
7	none for this vessel	5 for our total fleet since 2012	Palle Laursen	Palle.Laursen@maersk.com	+45 3363 4580



	AI
1	
2	
3	35
4	
5	
6	Description of Actions to Achieve Compliance
7	After learning that no fuel could be delivered in Shanghai due to safety shut-down for the typhoon, we evaluated inducing a call in Busan. Unfortunately ECA compliant fuel was not available in Busan without 2-3 days delay. The vessel is running higher speed at sea to allow lower speed and consumption in the ECA. After calculating consumption carefully, the vessel plans to delay the initiation of the fuel switch and flush only 2 hours prior to entering the ECA (Our usual SOP is 6.5 hours for this vessel). Previous data indicates sulfur content after 2 hours flushing should be approaching the required 0.1% level. This plan will conserve fuel so that the vessel is able to run on compliant fuel during most or all of the ECA transit, with any excess emissions at the ECA boundary rather than near shore. Additional compliant fuel will be delivered in Long Beach.